

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 7076

庚申七月廿七元統宣

WEDNESDAY, SEPTEMBER 8, 1909.

三拜禮

號八月九英港香

SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....
Sterling.....\$1,500,000 at 1/2=\$1,500,000
Silver.....\$15,250,000
RESERVE LIABILITY OF PROPRIETORS.....\$1,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
J. W. Bannock, Esq.
R. G. Barrett, Esq.
G. S. Gubbay, Esq.
W. Helms, Esq.
C. R. Leemann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING CORPORATION, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 5 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 3 1/2 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 21st August, 1909. [10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....\$1,000,000
RESERVE FUND.....\$1,575,000
RESERVE LIABILITIES OF PROPRIETORS.....\$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 5 per cent. per annum on the daily balance.
On Fixed Deposits for 12 months, 4 1/2 per cent.
WM. DICKSON,
Manager.
Hongkong, 5th April, 1909. [11]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$2,500,000
ABOUT MEX \$7,212,222
RESERVE FUND.....GOLD \$2,500,000
ABOUT MEX \$7,212,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEMILL HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRY BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 5 per cent. per annum on the daily balance and accepts Fixed Deposits at the following rates:
For 3 months 4 1/2 per cent. per annum.
For 6 months 5 per cent. per annum.
For 12 months 5 1/2 per cent. per annum.

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [12]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 6,125,745 (about £510,479).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Bangkok, Semarang, Sourabaya, Oerthoon, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 5 1/2 per annum on daily balance.
Fixed Deposits 12 months 4 1/2 per annum.
Do 6 do 4 do.
Do 3 do 3 1/2 do.

J. L. VAN HOUTEN,
Agent.
Hongkong, 22nd July 1909. [13]

Banks.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....15,500,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. OHFOTO.
Kobe. TIENSIN.
USAKA. PEKIN.
NAGASAKI. NEWOHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. LIOYANG.
SAN FRANCISCO. MUKDEN.
HONOLULU. TIE-LING.
BOMBAY. CHANG-CHUN.
SHANGHAI.
HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 5 per cent. per annum on the daily balance.
On fixed deposit:
For 3 months.....4 1/2 per cent.
For 6 months.....5 per cent.
For 12 months.....5 1/2 per cent.

TAKAO TAKAMICHI,
Manager.
Hongkong, 1st July, 1909. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 5 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1909. [21]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Steinhilf (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
F. S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayrische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907. [15]

Intimations.

THE SAVOY beg to inform their Customers and Residents that they are disposing of their Stock at Cost Price, owing to their removal to new premises. Gentlemen's underwear a speciality, also the well-known W. B. Corsets, Ladies' and Children's Shoes, and Canton Embroideries.

THE REGAL SHOES are not included, they will be sold at the usual price, \$10 per pair.

Hongkong, 31st August, 1909. [19]

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$9.45 per Bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1908. [18]

Mails.

PENINSULAR AND ORIENTAL.

STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Sumatra	4 P.M. 9th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Ceylon	About 10th Sept.	Freight and Passage.
SHANGHAI	Delta	16th Sept.	Freight and Passage.
LONDON, &c. via actual Ports	Assaye	18th Sept.	See Special Advertisement.

For Further Particulars, apply to
P. & O. S. N. Co.'s Office,
Hongkong, 8th September, 1909. [14]

Intimations.

LANE, CRAWFORD & CO.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home. Without doubt this is the Finest Blend of T.E.A. at the Price, to be had in China.



LANE, CRAWFORD & CO.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED
FOOCHOW TEA.

PRICES:

Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00. [130]

Champagnes, Sherries,
Marsalas, Madeiras,
Ports, Claretts,
Burgundies, Hocks & Moselles,
Brandies, Gins,
Whiskies, Vermouths,
Bitters, Liqueurs,
Ales, Beers and Stouts.



Telephone
No. 75.

CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants,
15, Queen's Road Central.

Hongkong, 1st September, 1909. [131]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 15th July, 1908. [132]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TEAM TERMINUS Tel. 58.

For Terms, &c., apply to the

MANAGER.

Hongkong, 1st July, 1909. [133]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 3,361 Tons, "FATSHAN" 3,360 Tons, "KINSHAN" 1,995 Tons.
"HONGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 12 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,365 Tons and "SUI-AN" 1,365 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lianan" and "Santai". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 12TH SEPTEMBER, 1909.

The Steamship Company's

"SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao at 5 P.M.

Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [134]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager. [135]

Hongkong, 5th February, 1909.

GRAND CARLTON HOTEL.

8 & 10, ICE HOUSE ROAD,

Telephone No. 812.

Telegraphic Address—"GRAND" Hongkong.

RENOWNED

For Luxury, Comfort, Quiet, Freshness and
Excellent Cuisine.

O. E. OWEN,
Proprietor. [136]

Hongkong, 10th August, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,
Proprietor.

N. BLUMENTHAL,
Manager. [137]

Telephone, 110.

Telegrams "Astor."

[138]

Stalls.

NORDDEUTSCHER LLOYD.

BREITEN

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	THURSDAY, 9th Sept., 5 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"BULO" Capt. F. Prosch	THURSDAY, 9th Sept., 3 P.M.
MANILA, YAP, NEWGUINEA, MARVUN, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	FRIDAY, 10th Sept., Daylight.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 8th September, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, OCEANIAN	Sellier	13th Sept., P.M.	
MARSEILLES, VIA PORTS	AUSTRALIEN	Riquier	14th Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, SYDNEY	X	27th Sept., P.M.	
MARSEILLES, VIA PORTS	POLYNESIEN	Broc	28th Sept., at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia & Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £7.10 up to £71.10. 20 hours' railway from Marseilles to London.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 31st August, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line
Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

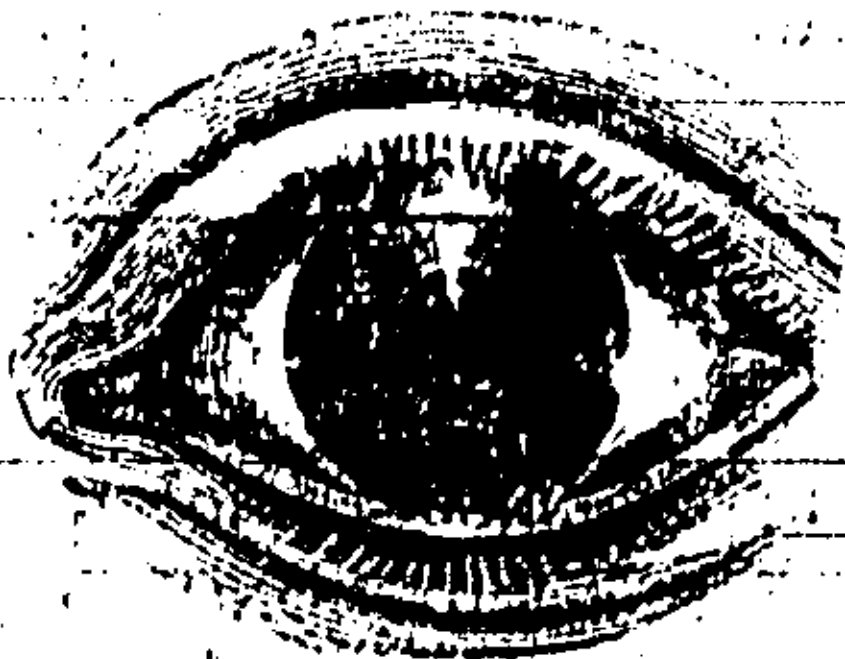
These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shameen.

For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton, or to their Agents:

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

We will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.LONDON, 1, John Street, Bedford Row, W.C.1.
HONGKONG, 10, Des Vaux Road, W.1.
SHANGHAI, 156, Nanking Road, S.1.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909.

TO LET.

IN No. 6, DES VEAUX ROAD CENTRAL, Offices and Godown.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
No. 9, PEDDERS HILL, a Commodious Five-roomed Dwelling House with Servants' Quarters, next to the Masonic Club.Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 6th August, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).
One FIVE-ROOMED BUNGALOW, "The Neuk" No. 84, Mount Gough, Peak. Garden and Tennis.
Furnished—Possession from 1st October next.

Apply to—

THE COMPTON DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 25th August, 1909.

TO LET.

No. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3 CLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHUNG ROAD
A HOUSE in RUPON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 165, DES VEAUX ROAD next to the Hongkong Hotel.
FLATS in MOREYON TERRACE.
No. 10, DES VEAUX ROAD CENTRAL, 1st Floor.Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

TO LET.

GODOWN No. 54, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING, HONGKONG,
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.Sole Agents for
FERGUSON'S SPECIAL URBAN and
P & O. SPECIAL LIQUOR BOOTHS WHISKY, &c.EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE DEPOT,

33-35, Des Vaux Road, Central,

Hongkong.

THE CHINESE SENATE.

DRAFT REGULATIONS.

A Chinese report says that the members of the Senate will be divided into nominated and elected bodies, each of which shall contain one hundred members. The nominated members shall be appointed Imperial clansmen, colonial nobles, officials, gentry or eminent scholars and elected members from the Provincial assemblies. The Prince Regent and the Government have decided that the session of one month originally fixed upon for the Senate shall be extended to eighty days; within which time all matters to be passed and discussed shall be dealt with. Recently some amendments have been made to regulations for this chamber to the following effect:—

In the event of the Grand Council or the Ministers disagreeing with any resolution passed by the Senate in the matter of tariffs, a national debt or new laws, such resolution should be reconsidered by the Senate, and failing adjustment there it should be referred to the Throne for decision. The Senate may impeach any Government official for any illegal encroachment of its rights. It will decide disputes between the Provincial assemblies and the provincial governments and will deal with any encroachment of the assemblies' rights by Viceroy or Governors. With the exception of criminal and legal proceedings, the people may submit memoranda of suggestions to the Senate which may convene special meetings to discuss important affairs on an application being made to the Throne. Members of the Senate may be removed for violation of its rules or continued absence from its sittings. On the passing of any resolution which sets the Throne at naught or threatens peace and good order, Imperial permission may be asked for its dissolution and for a re-election of the House. —N. C. D. News.

Public Companies.

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, 11th September, 1909, at Noon, for the purpose of receiving Statements of Accounts and the Report of the General Managers for the 11 months ending 31st July, 1909, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on FRIDAY, the 10th, and SATURDAY, the 11th September, 1909.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 27th August, 1909.

GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of Thirty-five cents per Share for the Six Months ending 30th June, 1909, will be payable on the 25th September, 1909, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th instant to the 25th September, 1909, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 6th September, 1909.

Intimations.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 6th September, 1909.

YUEN HING,

No. 4, D'AGUILAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL DEALERS in all kinds of hand-made, DRAWN and EMBROIDERY CHINESE LINE GRASS CLOTH, PEWTER WARE, &c., all of the best quality.

Hongkong, 5th August, 1909.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELSS) FORM.

THE NEW FRENCH REMEDY

TRADE MARK.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION

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WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and 1/4 turn below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and 1/4 turn below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	San Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Koh.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light-houses.

F. G. FISS, Director.

1909 1 1 1909

Intimation.

Powell's

ARE NOW
SHOWINGUNIQUE
COLLECTIONOF
THE LATEST
AND MOST

ARTISTIC

CRETONNES

PRODUCED

THIS YEAR

SUITABLE FOR

CURTAINS,

LOOSE

COVERS,

BED

AND

WINDOW

DRAPERIES,

CUSHIONS,

AND A HOST OF

OTHER PURPOSES

POWELL'S

SHOW ROOMS.

FIRST FLOOR

ALEXANDRA

BUILDINGS.

(Hongkong, 7th September, 1909)

Intimation

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, at set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910 to 1912, the Government reserves to itself the right of vesting the Farm, as provided in the Proclamations commenced as named in Schedule A appended in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the various privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders to be made will (except at the express wish of the tenders to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

The Farms, above referred to, are:—
BRITISH NORTH BORNEO.—Opium, Spirit, Gambling and Pawn-broking, as follows:—

(a) In one concession for the whole State.

(b) In one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan River.

(ii) KUDAT DISTRICT.—The Territory bounded on the one side by the true left watershed of the Paitan River and on the other by the true right watershed of the Kinabatangan River.

(iii) WEST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Pindasan River and on the other by the northern boundary of Province of Sarawak.

(iv) EAST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Boreahok point.

(v) PROVINCE CLARKE.—being the Territory between Batu-Batu and the Lawas northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—
(a) The tenderer must state in his tender the amount sum offered for the Farm rent for the three years 1910, 1911 and 1912: a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter into a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Office of the said Secretary, at Sandakan, or of Messrs. Guthrie & Co., at Singapore, or of Messrs. Gibb, Livingstone & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per tahil \$ 2.40
" cbi 00.00
" 5 lbs packet 00.15
" 4 00.12
" 3 00.08
" 2 00.06

(h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium Farm shops at prices higher than those fixed by Government and named above (g).

(i) The Opium and Spirit Farmer may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirit.

(j) During the continuance of the Farm period, the Opium and Spirit Farmer will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirits for sale.

(k) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor at Sandakan a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(l) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(m) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—

SCHEDULE A.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

AT BARCELONA.

TERRIBLE SCENES OF DEATH AND DESTRUCTION.

WHOLESALE EXECUTIONS.

The latest mail brings details of the recent terrible events at Barcelona. It will be remembered that the unpopularity of the war with the Moors was availed of by the revolutionists of Barcelona to engineer a rising which threatened to end in widespread civil war. The Barcelona mob committed fiendish atrocities, religious institutions being burnt and the inmates perishing in the flames before the eyes of the rioters.

NUCLES BURNED ALIVE.

Of the atrocities committed, the worst were those perpetrated against the religious houses, numbers being murdered while defending their institutions, while these were burned alive in their convents. The blaze started as though by magic. The captain of a steamship in the harbour at the time says: "We saw some thousands of workmen, headed by women and children, pour out from various streets leading to the harbour and invade the piers. They came, as we knew afterwards, to prevent men and ammunition from being embarked on the steamship Buenos Ayres, which was to leave for Melilla. The people began to destroy the railway track along the pier, imprecating the Government, whom they held responsible for the African campaign, which they supposed would lead to disastrous results." The crowd, as seized by sudden madness, were going on with their work of destruction, when a strong force of cavalry, infantry, and Civil Guards arrived on the spot. The strikers took up position against them. Women and children in the first line kept the soldiers at bay, while behind them the men hastily raised barricades of everything they could lay their hands on. Soon volleys of stones and revolver shots began pouring on the soldiers, who charged the crowd many times; and as the stones and bullets continued to fly, they fired several volleys into the strikers, who turned back and fled. This was but the start. The Catalans once roused, terrible was their wrath. They turned their attention to the tramway system. Car after car was derailed. Two were set on fire by the crowds assembled there, and others were pelted with large stones. The crowd then pulled down the lamp-posts and telegraph wires, and with other improvised materials formed barricades across the main thoroughfare leading from Barcelona to its principal pleasure resort, Tibidabo.

About the same time crowds, including many women and children, paraded the Rambla, watching and wondering at the police with their Mausers. Suddenly a bugle rang out, most in front of the Grand Hotel, and the police, until then standing in pairs, ran up in line, some facing up the Rambla, some facing down, all with their Mausers at the ready, as though to repel an attack. The people ran in all directions. Shots began to crackle out, and people to fall. And yet nobody seemed to know what was the matter. Meanwhile, barricades had been erected in the Paralelo, the Whitechapel road of Barcelona, and also in the Saz, its Anarchist stronghold. Still nobody seemed to realise what was the matter. The Civil Governor drove through the streets directing the movements of the police, and was shot at, but escaped unhurt, and fled from Barcelona immediately for Saragossa.

A STATE OF SEIGE.

At four o'clock the same afternoon a state of seige was decreed by the military authorities under the Captain-General, in accordance with Spanish law, by bugle sound and proclamation, in different parts of the city. Simultaneously with the movement by the Anarchists, Revolutionists, and Socialists 30,000 in number, at Barcelona, a similar movement was started throughout Catalonia. Telegraph wires were cut, railway communication destroyed, bridges burnt or blown up with dynamite, and Barcelona was practically isolated from the outside world. Meantime, the Paralelo, Gracia, Saz, and other districts, principally occupied by the working-class, were barricaded by means of stones, carts, carriages, and lamp-posts, and practically shut off from the aristocratic part of Barcelona, of which the Rambla is the centre. At various points desperate fighting took place, women and children at times joining in the conflict. One woman, who was brought slightly wounded into a hotel, stated that she had killed four civil guards with her own hand and wounded a number of others. For this achievement she was carried in triumph through the streets by her revolutionary comrades. In the Calle Valencia, quite close to the Calle Aribas, a monastery of the Fathers of the Escapioles and a convent of nuns were attacked and burned by the insurgents. The monks, it is said, escaped through a secret underground passage. The scenes in the streets were by this time appalling, and dead bodies and wounded persons were lying everywhere about the thoroughfares.

RUTHLESS SLAUGHTER.

Dozens of priests and nuns were ruthlessly slaughtered, some at the altar whilst holding the crucifix in their hands, and others whilst bravely defending their institutions against the Revolutionists and the devouring flames. The Red Cross ambulances were prevented by the mob from entering, and those helpless through wounds were charged to death. Women, boys, and even girls helped the incendiaries to set fire to one convent as if it were a matter of daily occurrence, amidst the cheers of everybody standing by. When the nuns appeared at the windows above, they were stoned, and not one fool helped them or took pity on their screams. They were left to meet their fate. As grim a spectacle as could catch the human eye was that of a section of Revolutionists, about 10,000 strong, marching about the streets with charred remains of their victims. They had placed bodies, legs, and heads on long poles, and, with numerous "Vivats" and whistling the "Marseillaise," they gave vent to the police, the Civil Guards, and the soldiers' samples of their carnage, but they actually passed under the "very nose" of the Captain-General, who was then at the head of his troops, and no one dared to fire on the

Revolutionists. Bodies of nuns were disinterred from the chapels of the convents, and after being paraded round the streets, were abandoned in various places—15 in front of the town-hall and two in the doorway of the house of a millionaire, Senor Guell. In the commune of Pueblo Nuevo the Revolutionists took the monastery of the Marists by assault, killed one of the monks, and wounded several others. The rioters burned St. Paul's Church and St. Antony's Schools. From these latter the students narrowly escaped with their lives.

NO PITY SHOWN.

Orders were sent from Madrid that the rising was to be suppressed without pity. This was obeyed with a vengeance. In one instance the cavalry drove the main body of the rioters into the Calle de San Martin, where they were fired upon by artillery, and suffered heavy loss. At one point the revolutionary mob provoked the soldiers with insult, and, placing children from the orphan Asylum in front of their ranks, said: "Fire, but you shall kill your own children first." With sublime heroism the soldiers advanced to liberate the poor orphans, preferring to be killed by the Revolutionists rather than to risk shooting the children. It was only when at the point of the bayonet, they had secured the children and the old men and women who had been placed in a similar position that the soldiers opened fire on the insurgents. The latter seemed to have been seized by a sort of frenzy, which impelled them to hurl bombs and explosives against everything and everybody. Even pacific workmen were treated thus because they refused to join the revolt. The conduct of the soldiers was beyond all praise. Although from the roofs of the houses the revolutionists were pouring down a murderous fire, a squadron of cavalry charged a great barricade in the Calle de San Pablo, and succeeded in capturing it. The soldiers only fired, even on persons who had arms in their hands, when it was absolutely necessary. One battalion had no food for 24 hours, yet in spite of the fact that all sorts of merchandise for the shops passed through their hands, they did not touch anything until their rations were brought to them. The firmness of the military soon broke the back of the rising. One estimate has it that 2,000 people were killed. An official report, however, gives the approximate number of casualties sustained in Barcelona as 100 Civil Guards killed, and about the same number wounded; and 600 revolutionaries killed, while 400 who were captured have been imprisoned.

During the rising a number of Catalan towns proclaimed a Republic. Gracia, with 8,000 inhabitants, the most populous suburb of Barcelona, hoisted the Republican flag, red, yellow, and violet, on the top of the steeple of the principal church. Vilasar, a town of 10,000 inhabitants, was also proclaimed a Republic, despite the presence of a strong body of soldiers. Sabadell, an important industrial centre with 25,000 inhabitants, was proclaimed a Republic after the murder of the Mayor and the principal town councillors, who were strong Monarchists. At San Felin de Codinas, which has a population of 10,000, a Republic was also proclaimed.

For Sale.

FOR SALE

AT

GRACIA & CO.

27, Des Vaux Road.

VIEW Post Cards and Asiatic Postage Stamps.

Novels, Books for parlour and household use.

"The Doctor at Home"—1909 edition.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

Toy Books for Children.

Mailla Cigars and Cigarettes.

Stamps in Bells, Packets, Bags and Single.

Large Assortment of Albums for Stamps and Post Cards.

Postage Stamp Catalogues by Lincolne, Serf, Stanley Gibbons, Scott and Tallents.

Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Movable Leaf Albums, Tweakens, Magnifying Glasses, Perforation Gauges.

Water Mark Detectors.

Massey's Commercial Map and Directory.

Inspection invited.

Hongkong, 6th September, 1909.

REGRET

You will NEVER if you

VISIT

MOHIDEEN &

THAHA

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description; and

other GEMS.

(Hongkong, 3rd August, 1909)

Intimations.

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on THURSDAY, the 23rd instant, at 5.30 P.M. for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers for the ensuing year, &c.

DAVID WOOD,

Hon. Secretary.

Hongkong, 6th September, 1909.

OSMAN & CASUM,

1 & 8, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

executed.

Hongkong, 6th September, 1909.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche

& Co."

Per Bot.

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909.

PEAK TRAMWAYS COMPANY,

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.

7.30 a.m. to 10.00 a.m. ... Every 10 minutes.

10.00 a.m. to 11.00 a.m. ... Every 15 minutes.

11.30 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 2.40 p.m. ... Every 15 minutes.

2.40 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 3.30 p.m. ... Every 15 minutes.

3.30 p.m. to 4.00 p.m. ... Every 15 minutes.

4.00 p.m. to 4.30 p.m. ... Every 15 minutes.

4.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

5.30 p.m. to 6.00 p.m. ... Every 15 minutes.

6.00 p.m. to 6.30 p.m. ... Every 15 minutes.

6.30 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 7.30 p.m. ... Every 15 minutes.

7.30 p.m. to 8.00 p.m. ... Every 15 minutes.

8.00 p.m. to 8.30 p.m. ... Every 15 minutes.

8.30 p.m. to 9.00 p.m. ... Every 15 minutes.

9.00 p.m. to 9.30 p.m. ... Every 15 minutes.

9.30 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11.00 a.m. to 12.00 noon ... Every 15 minutes.

12.00 Noon to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 2.00 p.m. ... Every 15 minutes.

2.00 p.m. to 3.00 p.m. ... Every 10 minutes.

3.00 p.m. to 4.00 p.m. ... Every 15 minutes.

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5.00 a.m. to 6.00 a.m. ... Every 15 minutes.

6.00 a.m. to 7.00 a.m. ... Every 15 minutes.

7.00 a.m. to 8.00 a.m. ... Every 15 minutes.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALTIES:

DRY GINGER ALE.

LIME FRUIT CHAM-

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

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"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Home Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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five cents (for cash only).

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 8, 1909.

THE CURSE OF THE BOYCOTT.

The full text of the judgment in connection with the recent trouble at Kiukiang, which we reproduced from the columns of the *North-China Daily News* in our yesterday's issue, throws further light on the mischievous methods adopted by irresponsible agitators by way of retaliation for a wrong, real or imaginary. Recent events have firmly established the fact that the boycott has come to be regarded as a formidable weapon by a certain class of Chinese by means of which it is sought to cripple the interests of the unfortunate victims who might have unintentionally aroused their petty wrath. Ample proof has been provided that every little pin-prick which would pass unnoticed by folk with a modicum of commonsense, is magnified by caustic to represent gross injustice, with the inevitable result of the institution of a boycott. We will not dwell upon the merits of the boycott as an effective method in the settlement of disputes, but a brief resume of

the unfortunate occurrence at Kiukiang will doubtless prove useful to those who have not followed the case. It appears that a Chinaman met his death some time ago at Kiukiang, owing, so it is alleged, to a poke from a British Inspector named John Mears. As was to be expected, the Chinese raised an outcry against what they considered an outrage, with the result that an inquiry was held at H.B.M. Consular Court, presided over by Mr. E. T. C. Werner, H.B.M. Consul and Judge, to find out whether Mears was guilty of manslaughter. The evidence was thoroughly sifted and Counsel on both sides given a patient hearing, at the conclusion of which the learned Judge held that the evidence adduced was not sufficient to justify putting the accused party on his trial and the defendant was accordingly discharged. Notwithstanding the impartial and unbiased decision which led to the release of the defendant, a number of deceased's compatriots expressed dissatisfaction with the result of the inquiry and held mass meetings whereat it was urged to declare a boycott against British merchants. The proposers of the aggressive measures were mostly students and merchants, who seem to have arrived at a tacit understanding that they were to work in joint co-operation. British vessels have since suffered as the direct result of the people's discontented attitude and trade has already been diverted elsewhere. In fact, the trouble is threatening to assume serious proportions and unless something is done to check this indirect means of satisfying private pique, it is certain that the boycott propagandists will carry out their sinister designs with a vengeance. It is not to be expected that the fanatical gentry are likely to listen to rational argument, and it is therefore of the utmost importance that the authorities at Peking should give serious consideration to meet the evil, which has of late become marked. It should be plainly impressed on the ignorant natives that a serious dislocation of business will by no means be tolerated. The lethargic and indifferent power behind the throne has too long continued in its policy of *laissez faire* and it is time the Imperial authorities have been roused to a sense of their responsibility. It is a curious reflection on a people who are ostensibly pursuing a progressive policy to use means which retard that free progress which is essential to a rising nation. The boycott, if too much resorted to, is the surest indication of the weakness of a people, who are driven to this form of settling vexed questions owing to their impotency in devising other and more sensible means. Besides, a boycott is a two-edged weapon and any injury which results from it is bound to tell as much on the aggressive party as on the unfortunate victim. History has proved that a boycott cannot be of lasting effect owing to its inherent weakness and to argue otherwise would be like saying that two blacks make a white. We agree with a Northern contemporary that a little strenuous action on the part of Peking to nip in the bud this growing menace to British prestige in China is all that is necessary. At all events, no real benefit will result without Chinese aid and that from an influential quarter.

LOCAL AND GENERAL.

IT TOOK 93,199 pieces of poison to get \$66 dead rats last year. The Penang rat seems to be a wary bird.

THE *Malay Mail* hears that the shipments of rubber for Port Swettenham last week were likely to beat the record.

MANY remonstrances are being addressed to the Government of India against the distribution of Buddha's remains outside India.

THE ordinary half-yearly meeting of shareholders of the Hongkong Hotel Co., Ltd., takes place at the Company's hotel at 12.30 p.m. on Saturday, the 11th inst.

A BOTTLE containing the following message has been picked up at Ryde: Barge *Lily*, of London, off Selsey, sinking, Good-bye, Smith, master. No date was on the paper.

HONGKONG STREET INDEX.

THE LATEST EDITION.

The fourth and latest edition of the Street Index of the City of Victoria and districts, compiled by Mr. Arthur Chapman, Government Assessor, has just been issued. The remotest district in the Colony and Kowloon (not including the New Territories) is covered by the publication which gives in numerical order the numbers of the lots (whether marine, inland, or farm) and street names arranged in alphabetical order with their equivalent in Chinese characters. Well printed on stout paper, by the firm of Government printers, Messrs. Noronha & Co., of 6 Dundas Road, the book contains over a hundred and fifty folio pages from cover to cover. To landowners, insurance companies, architects, surveyors, and estate brokers the compilation is invaluable. Had it not been for the laborious character of the undertaking and the size to which the work is certainly to bulk, we feel almost tempted to suggest that in future editions an effort might be made to include the names of the registered proprietors of the respective lots, when the Index will be nothing less than a miniature land register, and as such, of value to others than insurance managers and estate agents very considerably enhanced.

M'CAO'S DELIMITATION.

COMMISSIONER KAO IN CANTON.

[From Our Own Correspondent.]

Canton, 7th September.

The Chinese Delimitation Commissioner, H. E. Kao Erh Chien, who arrived here on the 3rd instant, consulted for some time with the new Viceroy, H. E. Yuan, on certain matters in connection with the Macao Delimitation question. Being still unable to arrive at a conclusion and in order to assist him in the conduct of his mission, H. E. Kao has wired to the Ministry of Foreign Affairs at Peking for further instructions. He has, moreover, ordered the Magistrate of Heungshang district to come to Canton yesterday so as to question him more particularly in regard to the original boundary lines of the settlement.

A BANGKOK TELEGRAM.

The Chinese residing in Bangkok have sent a telegram to the Canton Association for the Protection of Boundary Rights asking it to maintain a firm attitude in the Macao Delimitation question and not to give away so much as an inch of land to the Portuguese beyond the original boundary limits.

CANTON DAY BY DAY.

THE NAVAL COMMISSIONERS.

[From Our Own Correspondent.]

Canton, 7th September.

Admiral Li Chun has received from Fochow a telegram informing him that the two Naval Commissioners Prince Shuo Pui-lap and Admiral Sah Chen-ping, left Fochow in the afternoon of the 6th instant for Hongkong and that they are expected to arrive at Canton on the 9th instant, instead of on the 5th as at first advised.

The Taoist for the Development of Native Industries, Hon Kwok Kwan, Expectant Prefect Sit Wing Nin and two commodores, in company with Admiral Li Chun, left here yesterday for Hongkong to meet the two Naval Commissioners on their arrival there.

CONSULAR VISIT.

The new Viceroy, H. E. Yuan, received the Japanese Consul at Canton to-day.

CONTRABAND SEIZED.

Yesterday morning the Likin officers at Wongshu noticed forty cases of goods destined for Tsing Yuen by the Canton-Hankow Railway, in a suspicious condition. On examining them the Likin officers found them to contain dynamite and fuses. The owners of the goods were at once arrested, and the contraband seized. The men have been sent to the Nambai Magistrate to be tried and punished.

OP.UM SMOKERS.

Yesterday nine opium smokers were arrested for using found smoking opium without the necessary wooden board licences in Pao Toi, in the West in suburb. The Nambai Magistrate sentenced two of them to receive fifty strokes of the bamboo each and the other seven to be exhibited in the stocks.

THE SHAMEN DISTURBANCE.

With reference to the disturbance which took place here on the 1st instant between the Chinese Shamens guards and the rice merchants on the Shamens creek, the Kwangchow Brigadier General, Li Muog Yut, by order of Admiral Li Chun, proceeded to Sha Kee Street yesterday at 3 p.m. when the offenders, the originators of the disturbance, were taken out and bamboozed in the presence of the rice people. A large crowd of people numbering two to three thousand gathered on the street to witness the offenders undergoing their punishment.

PROMOTION.

A private telegram has been received from Peking that the present Canton Kwangchow Prefect, Ko Kuo Cheung, will be transferred to the province of Anhui, on promotion, as Taoist for the Development of Native Industries there.

RUBBER COMPANIES.

LINGGI PLANTATIONS.

Messrs. Guthrie and Co. report that they are in receipt of a telegram from the general manager of Linggi Plantations, Ltd., advising that the output of dry rubber from the company's estates during the month of August was 44,500 lbs. It should be noted that this amount is exclusive of the output from Kamuning estate. The total output for the eight months ended August 31 is 335,500 lbs. The following are the figures for the corresponding periods of last year:—August 24,000 lbs.; first eight months 156,000 lbs.

KAMUNING (PERAK) RUBBER AND TIN CO.

Messrs. Guthrie and Co. state that they are advised that the output of dry rubber from the Kamuning (Perak) Rubber and Tin Co.'s estate during the month of August was 5,000 lbs. and the net revenue derived from tin mining, \$240. They are also advised that the decrease in the revenue from tin mining is due to the flooding of the principal mine.

LEDBURY RUBBER ESTATES, LTD.

Messrs. F. W. Barker and Co., Singapore, advise that the manager of Ledbury Rubber Estates, Ltd., reports that the rubber crop harvested during the month of August was 6,380 lbs. dry. In the corresponding month of last year it was 1,159 lbs. dry. The total for the first eight months of 1909 is 37,300 lbs. dry, and the total for the corresponding period of last year 14,770 lbs. dry.

THE Agents (Messrs. Messageries Maritimes) inform us that the cargo of salt shipped on board the *Caledonia* which left this port on the 3rd ult., was delivered in Lyons on the 6th inst.

SWIMMING.

The Victoria Recreation Club will hold their Annual Aquatic Sports on Thursday, Friday and Saturday the 23rd, 24th and 25th September, and after careful consideration, the Bathing Sub-Committee of this Club have drawn up the following interesting programme:—

- 1.—HALF MILE (Open)
- 2.—TWO LENGTHS (Army, Navy and Police)
- 3.—FOUR LENGTHS, HANDICAP. (Members Only)
- 4.—HIGH DIVE (Open)
- 5.—TWO LENGTHS, HANDICAP. (Members only, over 30 years of age)
- 6.—TWO LENGTHS, HANDICAP. (Members only)
- 7.—THREE LENGTHS, 100 YARDS. (Open)
- 8.—TEAM RACE. (Members only)
- 9.—HURDLE RACE, HANDICAP. (Members only)
- 10.—SIX LENGTHS, 200 YARDS. (Open)
- 11.—BOYS' RACE (under 15 years) Two Lengths, Handicap.
- 12.—BACK RACE, 2 LENGTHS. (Open)
- 13.—THROWING POLO BALL. (Open)
- 14.—TWELVE LENGTHS, 400 YARDS. (Open)
- 15.—WATER POLO. (Members only)
- 16.—PLUNGING. (Open)
- 17.—DUCK HUNT.
- 18.—RUNNING HEADAR. (Open)
- 19.—TEAM RACE. (Open)
- 20.—CONSOLATION. (Members only)
- 21.—WATER POLO. (Open)

All events marked "Open" are Interport Events. Entrance Fee, 5s each Event (1-3-7-9-10-12-14, 16-18); 50 cents for each competitor Nos. 8, 15, 19 and 21; Nos. 2, 11, 20, free. All entrance fees must accompany entries. Entries close on Saturday, the 18th September.

The "Buffs" Aquatic Sports will be held in the Victoria Recreation Club's enclosure on Friday next, the 10th September. The Open event, 3 Lengths, Handicap for the V.R.C. Members has drawn quite a large number of competitors.

The Corinthian Yacht Club's first Annual Aquatic Meeting takes place on Saturday, the 11th instant, and judging from the large number of entries, a good afternoon's sport is anticipated. The ladies of Hongkong are cordially invited. The Water Polo match will be interesting as both teams comprise picked men from the different Water Polo teams lately competing in the Hongkong Water Polo Shield Competition and will be worth seeing. The teams are captained by R. C. Wicheil and C. J. Cooke and are as follows:—

- R. C. Wicheil, (Capt.)
L. E. Jammet,
Private Cloke ("Buffs")
G. Wicheil,
Gunner Burch (87th Coy. R.G.A.)
O. R. Chunnell,
J. Abbas,
C. J. Cooke, (Capt.)
A. H. Carroll,
Corporal Burke ("Buffs")
J. Forbes,
H. C. Sayer,
Private Williams ("Buffs")
Bandman Barrand ("Buffs").

INTERPORT SWIMMING.

Shanghai has accepted the invitation of the Hongkong swimmers and are sending down a very strong representative team. We understand the Interportmen leave Shanghai next week by one of the Indo-China Steam Navigation Company's steamers.

ROYAL HONGKONG GOLF CLUB.

The Captain's Cup and Pool were played for, from 4th to 6th September. The following scores were returned:—

CAPTAIN'S CUP.		
Gross Handicap, Nett.		
A. Ritchie	91	15
M. E. Monteith	78	scr.
J. R. Boyes	90	18
Major Close	88	5
A. C. E. Elborough	104	18
R. P. Walker	100	14
25 entries. Remainder no return.		

POOL.

Gross Handicap, Nett.		
A. Ritchie	91	15
M. E. Monteith	78	scr.
Major Close	88	5
A. C. E. Elborough	104	18
15 entries. Remainder no return.		
A. Ritchie having already secured a qualification for the Cup, M. E. Monteith qualifies this month with the next best score.		
* Winner of Pool.		

KING MANUEL'S VISIT.

A WEEK AT WINDSOR IN NOVEMBER.

We understand that it has now been definitely arranged that King Manuel of Portugal will spend a week at Windsor as the guest of the King during the first part of November. His Majesty will come to England direct from Portugal, and, as the visit will be one of a State character, he will be accompanied either by his Prime Minister or by his Minister for Foreign Affairs.

His Majesty is coming in response to a special invitation of King Edward, who recently wrote to him a most cordial letter asking him to visit this country.

During his stay in England he will drive through London and visit the City as the guest of the Lord Mayor and Corporation, who are arranging to entertain him, as they entertained his august father and mother a few years ago, at the Guildhall.

ARRIVAL OF NAVAL COMMISSIONERS.

LANDING THIS AFTERNOON.

Prince Shuo Pui-lap and Admiral Sah Chen-ping, the Commissioners appointed to consider the question of naval reorganisation, arrived in Hongkong this morning on board the cruisers *Hai Chi* (Commodore P. K. Ching) and *Hai Shen* (Capt. T. K. Tong). On the arrival of the two cruisers, salutes were exchanged. The British warships in port and several merchantmen dressed ship in honour of the distinguished officials. In the forenoon, Capt. P. Mitchell Taylor, A.D.C., went on board the Chinese warships to meet the Commissioners on behalf of H.E. the Governor. The complimentary visit was returned by the Prince's A. D. C.

In the afternoon, the Commissioners effected their official landing and were received with a regimental guard of honour and band. Prince Shuo and Admiral Sah, with their suite, paid a visit to Sir Frederick Lugard at Government House.

To-night, the Commissioners will be entertained at a banquet which will be given by the Chinese community at the Ko Shing Theatre. The Commissioners will not dine at Government House to-night, owing to their brief stay in the Colony, but will be entertained by H.E. the Governor on their re-visit from Canton.

The Commissioners will be accompanied by Hon Kwok Kwan, Taoist for the Development of Native Industries, Expectant Prefect Sit Wing Nin, Admiral Li Chun and two commodores, who have come down from Canton to meet the Commissioners, on their departure for the Southern Capital to-night. The party is expected to arrive at Canton to-morrow.

THE AUSTRIAN LLOYD SCHHEME.

DETAILS OF QUICK PASSAGES AT REDUCED RATES.

As already reported in these columns, the *Times* of India publishes details of an important scheme organised by the Austrian Lloyd Company commencing from February 1 next, for quick passages between Bombay and London and vice versa at greatly reduced fares. The basis of the scheme is that the whole of the accommodation on all steamers will be combined into one class, and the fares for this single class, including surtax, will be less than the charge hitherto made for second class passengers. Those who have travelled by Austrian Lloyd's unaccelerated service in the past will remember how successfully the one-class principle operated in that case. It is not proposed to make any alteration in the way of lowering the quality of the accommodation offered to passengers, but rather the reverse. The same accommodation will be available at reduced prices and the food provided will be similar to that which has hitherto been served in the first class saloon.

THE FARES.

The distinction between accelerated or ordinary services will still be retained, but the fares by both kinds of steamer will be approximately the same. Accelerated steamers will run from Bombay twice a month, and ordinary from Bombay via Karachi once a month. By the accelerated steamers the reduced charges from Bombay to Trieste will range between Rs. 385 and Rs. 500. The fares vary according to the position of cabins selected. Accelerated steamers will carry a limited number of passengers in what, for convenience, is called intermediate class at a fare of Rs. 350, this being a special arrangement planned chiefly to give entirely separate accommodation for maid, valets and so on. By the ordinary lines there will be only one uniform fare of Rs. 405. Return tickets will be issued for both lines available for two years in the usual way at the rate of a fare and a half. Passengers who take return tickets will also be allowed to make a sea voyage in one direction by the Messageries Maritimes, Navigazione Generale Italiana or North German Lloyd. Through fares for Bombay to London now are: accelerated line, single ticket, Rs. 485 to Rs. 635; a return Rs. 760 to Rs. 1022. Ordinary line, single Rs. 545 to Rs. 585; return Rs. 860 to Rs. 948, the variation being according to cabin and class on railway.

NEW STEAMERS.

In order to cope with the increasing traffic on all their lines, Austrian Lloyd are now proceeding with the construction of a fleet of seven new fast steamers. All steamers for the accelerated service will be new and thoroughly up to date with electric fans free in cabins. The voyage between Bombay and Venice and Trieste will occupy only thirteen or fourteen days. A ship, sailing from Bombay on February 1, will be due to arrive at European ports on the evening of the 14th or morning of 15th according to tide. Special trains will run in connection with the boats by the newly opened route. These will enable one to travel from the Adriatic port right through to Charing Cross in 36 hours. London therefore should be reached on the 15th day out from Bombay by those who wish to travel straight through. The *Times* of India hopes that Anglo-Indians will unite to support the scheme as the opening of a future of better things for Anglo-Indian travellers who so long have been subject to a merciless squeeze.

An active trade in cattle between Siam and German New Guinea in North German Lloyd steamers is now springing into existence. These steamers are allowed by the Java Government to call at certain ports there—Tanjong Priok, Samarang, and Soerabaya—and handle cargo, but only on condition that the cattle on board shall be inspected and passed by a veterinary expert. None of the cattle will be allowed to land. Hides, horns, and other cattle products may only be landed after all the disease germs therein have been destroyed.

MAKING MANLY MEN.

QUARTER OF A MILLION BOY SCOUTS ENROLLED.

The striking success of the Boy Scout movement is shown by the fact that in less than two years' time it was started by General Baden-Powell, nearly a quarter of a million boys have been enrolled. Nor is this a matter for surprise, for the principles and work of the scouts are such as appeal to a lad's nature. What British boy is not fond of adventure or has not a taste for hunting, in some form or other? Probably very few indeed, and it is here that the secret of the success of the scout movement lies. The movement, which owes its origin to the hero of Mafeking, teaches the boy to help himself, and to help others—especially the weak. What the boys are called upon to do is shown in the following laws which he has to obey:—

- 1.—On my honour I will do my duty to God and my King.
- 2.—On my honour I will help others to do at least one kind act every day.
- 3.—On my honour I will obey the scout law, and the law of this:—
- 1.—A scout's honour is to be trusted.
- 2.—A scout is loyal to parents and to friends.
- 3.—A scout is a friend to all and a brother to every other scout.
- 4.—A scout is courteous.
- 5.—A scout is a friend to animals; he must save them from pain, and must not even kill a fly unnecessarily.
- 6.—A scout smiles when in trouble.
- 7.—A scout is thrifty, but not mean.

I think it will be admitted, writes Francis Vane, Commissioner for Boy Scouts, London District, that this is a pretty comprehensive law of life from the moral standpoint. In the training of the boy in the text-book the greatest attention is paid to physical development. He is taught hygiene, and has to go through a course of physical drill; nothing, in fact, is neglected to induce him to get the best out of his body, and, naturally, the mirror of his performance in the country benefits him not a little. From the very first moment of his novitiate as a scout he is encouraged to observe, and to deduce from observation. This is fundamental, of course, to all good scouting. You may notice two little men, marching down the street, and their alertness may attract you.

BLIND MEN NEEDING GUIDING.

If you inquire what they are doing, you will find, perhaps, they have been sent to discover if there are any crimples requiring assistance, or any blind men needing guiding. Or it may be they are searching for the fire alarms to report where they are, or the police or ambulance stations. Or they may merely have been sent to observe any peculiarities in the street and to make a report of these, or for practice purposes the articles in the shop windows to be noticed and reported on viva voce. Everything is done with the object of sharpening the boy's intelligence, powers of observation, and sense of responsibility. But the training is much wider than this, for, in fact, the handicrafts, the arts and sciences are brought in to make him a good scout. To enable the scouting human boy to find his way at night, he is taught something of the mystic movements of the stars; to be a hunter he must know how to build pits, bridges, and even boats, to light fires and to cook, he learns of trees, of plants, of the birds and beasts of the field, and he studies field-sketching to enable him to report on the country. Again, he is especially instructed in ambulance work, life-saving, fire brigade work, and the way to stop runaway horses, for he is not hunter to find means of helping others, a little knight errant of to-day? Then he is encouraged to learn history, for he must know what his predecessors, the knights and pioneers of past times, have done, and to learn by their example.

A KNIGHT ERRANT.

And always his eyes are kept busy and the little brain behind his eyes at work to direct his hands to works of usefulness, for is he not a knight errant and a hunter after useful things? In fact, in Scouting for Boys which is the text-book of the movement, you have not only a complete system of training in good and useful citizenship, but also a skeleton of a system of technical and secondary education, which is unique in many particulars. In the first place, it is popular beyond all belief among the boys—its inventor has shown genius in this—that he has realised that boys must hunt and seek after adventure, but that this natural tendency can be utilised to save, as well as to destroy, to learn as easily, as simply, as to play. Secondly, as an auxiliary to education; it has this great advantage—it finds out what the boys' inclinations are. We all know that in our schools, with their classes composed of 20 or 30 boys, it is almost impossible for the master to discover the individual tastes of each of the students. This is quickly discoverable in scouting. Thirdly, this is no system imposed by the authorities; it has been, on the contrary, adopted with enthusiasm by the boys themselves, a voluntary system of education in which the student co-operates with the master. In conclusion it is only fair to say that the Boy Scout movement is in this somewhat unique. It does not beg for funds, but everyone in it, from the boys themselves, from the scoutmasters, the committeees, and the affiliated associations, to the chief scout himself, are expected to obtain the necessary funds by their personal service to the cause. From the bottom to the top, every one is expected to assist by personal effort, and by showing that sympathy with the work which soon arises when this scheme is carefully considered.

A SLIGHT shock of earthquake, another of the after-shocks of the big earthquake of the 14th, was felt at Kobe a little after 11.30 p.m. on 30th ult. The Kobe Meteorological Observatory, which describes the vibration as feeble, states that it commenced at 11.30, 15, and lasted for 1 minute and 24 seconds. The vibration was from east to west.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

BRIDGING THE YALU.

A JAPANESE PROJECT.

[By courtesy of the "Sheung Po"]

Tokio, 7th September.

The Japanese Government has decided to appropriate a sum of Yen 3,000,000 for the construction of a long bridge across the Yalu in order to connect with Korean territory.

VICEROY OF FUKIEN.

PROCEEDING TO PEKING.

[By courtesy of the "Sheung Po"]

Fochow, 7th September.

Viceroy Cheung Sau, of Fukien, having been denounced as an opium smoker, has applied for leave to proceed to Peking to submit himself to observation.

He will start for the capital in the eighth moon.

NAVAL COMMISSIONERS.

DEPARTURE FROM FOCHOW.

[By courtesy of the "Sheung Po"]

Amoy, 7th September.

Prince Shun Pui-lap and Admiral Sah left Fochow for Canton on the 6th inst.

Prince Shun proceeds to return to Peking from Canton on the 10th inst.

[The Naval Commissioners arrived in Hongkong this morning.—Ed. H.K.T.]

MINISTER TO WASHINGTON.

DEPARTURE FROM PEKING.

[By courtesy of the "Sheung Po"]

Peking, 30th September.

H.E. Cheung Yam-tong, Chinese Minister-designate to Washington, left Peking on the 7th inst. for Shanghai.

ANTI-OPIMUM CAMPAIGN.

CANTON VICEROY'S INQUIRY.

[By courtesy of the "Sheung Po"]

Peking, 7th September.

Viceroy Yuan Shu-Hsun, of Canton, has telegraphed to the Grand Council asking that inquiries be instituted in order to ascertain whether any anti-opium officials are not themselves addicted to the opium habit.

FLOOD RELIEF.

AN UNAPPROVED RECOMMENDATION.

[By courtesy of the "Sheung Po"]

Peking, 7th September.

Viceroy Chan Kwei-lung has presented a memorial recommending that those who contribute over \$10,000 to the flood relief funds be given permanent offices.

The Ministry of Finance is averse to the recommendation.

CANTON TREASURERSHIP.

CHAN KWEI-LUM APPOINTED.

[By courtesy of the "Sheung Po"]

Peking, 7th September.

An Imperial edict has been issued appointing Chan Kwei-lum Provincial treasurer of Canton and To Tai-kwan as Provincial Judge of Kwangsi.

THE PORTUGUESE DEBT.

PROPOSED CONVERSION.

Senhor Azevedo, Minister of Finance has introduced in Parliament a bill for the conversion of the Three per Cent. Perpetual Internal Debt and of the debt represented by the 4 per Cent. and 4½ per Cent. bonds by means of the creation of new bonds redeemable in sixty years. The bill fixes the maximum limit for the issue of bonds of the internal debt at 270,000,000 of reis (\$50,000,000). Another bill authorises the Government to sell the bonds of the internal debt which are in the possession of the Treasury for the payment of the internal and external floating debt until the operations necessary for this purpose are effected. The Government will be able to replace the present Treasury bonds when they mature by analogous bonds of a similar or longer term. Neither of these bills is expected to be discussed during the present Session of the Cortes-Ordinary.

RAILS.

INTER-M DIVIDEND IN SIGHT.

It is reported that the annual accounts of the Raub Australian Gold Mining Co., Ltd., shortly to be issued, will show a credit balance of over £8,000, as against a debit of over £1,000, last year, and it is reported, on good authority, that an interim dividend of 1s. 2d. per share will be paid before the end of the current year. As has been the previous custom a call for a similar amount will be made at the same time on the contributory shares, which will then make them fully paid.

THE DECLINE OF THE JIKIKASHA.

It has been statistically proved, says the Japan Advertiser, that with the electric tramway the Jikikashas in Tokyo are gradually decreasing in number as the following table will show—

	Single	Double	Jikikasha
1905.....	35,772	6,510	42,282
1906.....	40,161	3,102	43,263
1907.....	25,791	1,016	26,807
1908.....	25,791	864	26,655
May, 1909.....	22,889	695	23,584

Of the above total 1,636 belong to the suburbs. Most of the Jikikashas who have given up their profession are now employed by factories, and their Jikikashas are sold to the neighbouring prefectures and places on the Natsendo, where electric cars are not available. This state of affairs has badly affected the Jikikasha carriage manufacturing industry. Several years ago there were over 100 factories in Tokyo, but these have been reduced to half that number, lately Akiba & Co., in the Giza, is the largest Jikikasha factory in the city, over 100 being manufactured every month, but most of these are exported abroad. The newest Jikikasha has rubber tires and wheels and ball-bearings.

WHISKY COMMISSION'S REPORT.

The outstanding feature of the "Whisky Commission's" decisions, issued last month, is the failure to find evidence that patent-still whisky is inferior to pot-still. This opposes the decision of Mr. Fordham, the North London magistrate, who heard a test case in November, 1905.

The pot-still is a pot with a long neck over which the distilled alcohol passes when the "wash" or fermented "mash" of grain is boiled. The Patent-still is a cheaper process—is an arrangement of pipes and chambers through which steam is passed, continuously distilling the "wash."

It would be no advantage, says the report, to prohibit the use of foreign barley, and it would be too arbitrary to say that Scotch whisky should be made from malt alone and Irish from a mixture. Malt affects the flavour, but there is no valid reason for excluding it, for the public accept its products as whisky.

The experience of most witnesses seemed to point to the conclusion, in which we concur, that whisky derived from patent or pot still induces much the same effects if taken in the same quantity and in the same strength.

Pot-still distillers admit the need of blending with patent-still whisky, unless their own spirit can be matured longer. Patent-still tones down the pungent taste of the other. Cheap blends contain as little as 10 per cent. of pot-still.

It would probably be safe to say that the majority of Englishmen seldom drink anything but a blend. We are bound, therefore, to take into consideration the fact that any undue interference with the practice would not only destroy a flourishing industry, but also prejudicially affect large numbers of the public.

The Committee, therefore, concludes: The patent still is adapted for economical and larger production—distilling about two-thirds of the spirit in Scotland and Ireland; we have no evidence that the form of still has any relation to the wholesomeness of the spirit.

For these reasons we are unable to recommend that the use of the word "whisky" should be restricted to spirit manufactured by the pot-still process.

The report determines brandy as a potable spirit manufactured from fermented grape juice and from no other materials. What is known as "British brandy," however, is entitled still to be so named and sold under that name. "British brandy" is defined in the report as a compounded spirit prepared by a rectifier or compounder by re-distilling duty-paid spirits, made from grain, with flavouring ingredients, or by adding flavouring materials to such spirits. The nature of these flavouring materials is regarded as a trade secret which is not disclosed to Excise officers, and was not disclosed to us.

VOLUNTEER CORPS ORDERS.

Parades at Headquarters at 3.30 p.m. Monday, September 13th—Recruit Infantry drill instructors: Sergt. Wallis, 2nd Buffs.

Tuesday, September 14th—Specialists' training, gun layers, range taken, signaller and fuzer setters. Instructors: Sergt. Moore and Carman, R.G.A., Sergt. Wallis, 2nd Buffs.

Wednesday, September 15th—Gun Drill, 1 and 2 companies, 3rd B.L. Instructors: 3 and 4 companies, 203rd Q.F. Instructors: Sergt. Moore and Carman, R.G.A.

Friday, September 17th—Officers and B.C.'s Staff. Fire Discipline—Instructor: Sergt. Carman, R.G.A. Parade at Tokyo 5.15 p.m.

Thursday, September 16th—105th Q.F. drill and instruction of gun layers. Instructors: Sergt. Moore, R.G.A.

Sergt. Warrack has been granted leave of absence for 10 months from 1st inst.

COCAINE ON THE "HONG MOH."

OFFICIALS FIGHT WITH SMUGGLERS AT RANGOON.

The Customs authorities made a large seizure of cocaine on August 25, on the steamer Hong Moh, which arrived at Rangoon from the Straits and China on August 18. About 3.30 a.m. on the Friday as the lay at the Godwin Road buoy three Chinamen were noticed in the act of lowering five packages into a sampans which lay alongside. Customs officer Davis, Dare and Groaton sprang upon them and prevented the packages from being lowered. Then a fight took place which resulted in two of the Chinamen jumping over the side of the ship into the river where they are said to have been picked up by the sampans in waiting and carried away. The other Chinaman and the packages were taken ashore to the Birr Street police station where the packages were found to contain 1,456 bottles of cocaine, 183 ounces, valued roughly at Rs. 14,500.

FAREWELL TO KITCHENER.

VICEROY'S VALEDICTORY SPEECH AT SIMLA.

COMMANDER-IN-CHIEF'S TRIBUTE.

As already wired by Reuters, Lord Kitchener was entertained at a farewell dinner by the members of the United Service Club, at Simla, on August 20. There was a large gathering of members. The Viceroy presided and proposed Lord Kitchener's health. In his speech, the Viceroy said Lord Kitchener's life had been synchronised with the military history of the empire since the date of his first commission when he joined the Royal Engineers in 1871. The first decade of his service was a great time for soldiers, and Lord Kitchener saw service in the two great European wars between France and Prussia and between Russia and Turkey. It was after thirty years of almost continuous foreign service, most of it service in the field, that Lord Kitchener was appointed to India. His seven years of office had been full of incident and associated with great administrative military changes. The Viceroy congratulated the commander-in-chief on the completion of his reforms and said by his decentralisation of work and the devolution of the responsibilities of command the higher administration of the army had been placed on a sound, workable footing and Lord Kitchener had bequeathed to India better trained, better equipped and better paid troops than she had ever possessed before. In Lord Kitchener's departure the Government of India would lose the services of a far-seeing and sagacious statesman whose loyal support could always be relied upon; and he would be missed by the army, the civil service and the official and social world of India. They were pleased that a field marshal's baton would mark the success of Lord Kitchener's administration, and they hoped he would add still further to the splendid services he had rendered to the empire.

KITCHENER'S REPLY.

In his reply Lord Kitchener said, although the expedition into Tibet and those against the Zakka Khel and the Mohmands summed up the active military operations during his period of command, he did not regret the absence of wars. His ideas were that peace was the greatest of all blessings for every nation so long as it was peace with honour; that this could only be purchased by readiness for war; and that it was therefore the duty of every commander-in-chief to strive after that readiness and at the same time oppose the frittering away of the resources of the country in needless military adventures. The years gone by had been strenuous and stormy, but a bright future was in store for the army administration. His successor would not be overworked; by developing the system of decentralisation and the devolution of financial and administrative responsibilities he would have more time than his predecessors to inspect the troops in all parts of India. Although he had not Sir O'Moore Creagh's long experience in India, he had tried to look after the interests of the troops. He admired the many high qualities of the native officers and men and appreciated their devotion to their profession. The South African war had tested the military resources of the empire as a whole and left new conceptions of imperial unity and organisation for defence. He had a splendid foundation in the Indian army to work on, and funds being available, the path to reform was cleared.

PRINCIPLES OF REFORM.

Two main principles had underlain all his military reform in India. The first was that each step must be founded on accepted policy, based upon admitted premises and laid down in clear language; the second was to consider not merely the requirements of the moment but the abiding needs of the country. His object had been to raise the level of army administration, to leave the army with improved organisation, more efficient and ready to take the field at a moment's notice, and thus leave India permanently stronger and safer from attack. Lord Kitchener paid a tribute to the self-sacrifice, loyalty and zeal with which the whole Indian army had helped him, and said the results achieved were due less to him than to the manner in which the whole army appreciated and carried his views into effect. Sir Beauchamp Duff's assistance especially had been invaluable to him, as was Sir Charles Scott and the whole headquarters staff. Lord Kitchener expressed his thanks to the members of council, to the various finance members he had been associated with, to the members of the Indian civil service, to the officers of the postal and telegraph departments and the staff of all the railways in India, and the Indian princes. He specially acknowledged the encouragement, support and guidance he had received from the Viceroy. He deeply regretted to leave India and the Indian army, which was second to none in loyalty to their Sovereign, in discipline, efficiency and devotion to their profession.

Today's Advertisements.

THE COMMITTEE OF THE HONGKONG CRICKET CLUB

have arranged
A PROMENADE CONCERT
to be held in the
GROUNDS OF THE CLUB,
on
SATURDAY, the 18th SEPTEMBER, 1909,
at 9.15 P.M.

By kind permission of Lieut.-Col. Bayard, D.S.O., and Officers, the Band of the "Buffs," conducted by Bandmaster Hewitt, will assist.

TICKETS.....\$1.00

May be obtained from any Members of the Club—
The Robinson Piano Co., Ltd.
Messrs. Moutrie & Co., Ltd.
The Hon. Secretary of the Kowloon Cricket Club
The Hall Porter "The Club."

A LATE CAR WILL RUN TO THE PEAK.
Hongkong, 8th September, 1909. [645]

HONGKONG HOTEL COMPANY, LIMITED.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 18th September, 1909, at 12.30 P.M., for the purpose of receiving a Statement of Accounts of the Company, to the 30th June, 1909, with the Report of the Directors, and to discuss any matter that may be competently brought before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 11th September, both days inclusive.

C. MOONEY, Secretary.

Hongkong, 30th August, 1909. [639]

NORDDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"PRINZ EITEL FRIEDRICH,"
Captain E. Malchow, will leave for the above places TO-MORROW, the 9th instant, at 5 A.M.

For further particulars, apply to
NORDDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 8th September, 1909. [65]

NORDDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE Steamship

"BULOW,"
Captain F. Proesch, will leave (from Kowloon Wharf) TO-MORROW, the 9th instant, at 3 P.M. instead of as previously notified.

NORDDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 27th July, 1909. [65]

FOR SINGAPORE, PENANG AND OALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APOAR,"
Captain G. F. Hudson, will be despatched for the above Ports on TUESDAY, the 14th instant, at Noon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 8th September, 1909 [646]

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Friday, the 10th inst., at 2.30 p.m. Following is the agenda list—

1.—Report of the Finance Committee. (No. 14.)

2.—Resolution under Section 6 of the Liquor Licences Extension Ordinance, 1901.*

ORDERS OF THE DAY.

First reading of a Bill entitled an Ordinance to provide for the collection of a Revenue of Excise upon Intoxicating Liquors.

Second reading of the Bill entitled An Ordinance to amend the Magistrates and Criminal Law Amendment Ordinance, 1909.

Second reading of the Bill entitled An Ordinance to authorise the Construction and Maintenance of a Harbour of Refuge upon and over certain portions of the Sea Bed and Fore-shore situated upon the Harbour frontage at Taikoo, Mongkok, and Yau-mai, Kowloon, in this Colony.

Second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1902.*

Second reading of the Bill entitled An Ordinance to amend the Licences Ordinance, 1898, and Liquor Licences Extension Ordinance, 1908, and to repeal the Liquor Licences Amendment Ordinance, 1902.*

Committee on the Bill entitled An Ordinance to amend the Malicious Damage Ordinance, 1865.

Committee on the Bill entitled An Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian Religion, other than members of the Roman Catholic Church.*

Committee on the Bill entitled An Ordinance to amend the Government Council of certain ministerial duties.

G. CLEMENTI, Clerk of Council.

* Will not be proceeded with at this meeting.

Today's Advertisements.

NORDDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ EITEL FRIEDRICH,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th of September, will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th of September, at 9.30 A.M.

All Claims must reach us before the 10th of September, 1909, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

THIS STEAMER BRINGS CARGO.
Ex S.S. Barbado from Calcutta via Port Said.

NORDDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 8th September, 1909. [6]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers
"CEYLON,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ, STRAITS AND COLOMBO.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th instant, at 4 P.M., will be subject to sale.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

R. A. HEWITT,
Superintendent.

Hongkong, 8th September, 1909. [6]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows—

DAILY—\$36 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)
There will be no rebate to Missionary Subscribers as heretofore.

By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.

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THE MANAGER,
Hongkong Telegraph Co., Ltd.

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Hongkong Telegraph Co., Ltd.

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By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.

Intimations.

THE DAIRY FARM CO., LIMITED.

BUTTER.

WE regret that, owing to a sharp rise in the price of butter in Australia and to the low rate of exchange ruling here, we are compelled to raise the selling price of our "Daisy" brand butter to 80 cents per lb. from 1st September next, when the following prices will rule—

"Honeysuckle" brand\$1.00
"Daisy"	80
"Dairymaid"	70
"Buttercup"	65
Hongkong, 25th August, 1909.	[380]

PILSENER

"ASAHI"

AND

"SAPPORO"

BEER.

LIGHT AND

REFRESHING

SUMMER

BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBROOK MCGREGOR & CO.

H. PRICE & CO.

A. S. WATSON & CO., LTD.

VICTORIA DISPENSARY.

W

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,

From Quebec.

"MONTAGLE" SATURDAY, SEPT. 18TH.

"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.

"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.

"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.

"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.

"ALLAN LINE" FRIDAY, NOV. 12TH.

"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,300 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTAGLE" carries only "Oce" Class of Saloon Passengers (termed Intermediate) and accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

U. W. GRADY, JR., General Traffic Agent,

Corner Hedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

MANILA, SWATOW & NINGPO. **YUENSANG** FRIDAY, 10th Sept., 4 P.M.
SHANGHAI, SWATOW & NINGPO. **YUENSANG** SUNDAY, 13th Sept., Daylight.
SINGAPORE, SAMARANG & SOERABAYA. **YUENSANG** TUESDAY, 14th Sept., 2 P.M.
SHANGHAI, YOKOHAMA, KOBE. **YUENSANG** THURSDAY, 16th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE. **YUENSANG** FRIDAY, 17th Sept., Noon.
TIENSIN & WEIHAWEI & CFOO. **YUENSANG** FRIDAY, 17th Sept., 4 P.M.
SINGAPORE, SAMARANG & SOERABAYA. **YUENSANG** FRIDAY, 17th Sept., 4 P.M.
SINGAPORE, SAMARANG & SOERABAYA. **YUENSANG** SUNDAY, 19th Sept., Daylight.
SINGAPORE, PENANG & CALCUTTA. **YUENSANG** THURSDAY, 23rd Sept., 2 P.M.

RETURN TOURS TO JAPAN (Occurring 24 Days).
The steamers **Kyushu**, **Nagasaki** and **Kobe** leave about every 5 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.
Taking Cargo on through Bills of Lading to Kuddat, Lahad, Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**
Telephone No. 61.
Hongkong, 8th September, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FO.	STEAMERS.	TO SAIL.
ILOILO	"KAIFONG"	9th Sept. Noon.
SWATOW, W'WEI, C'FOO & TIENSIN	"KUIKHO"	9th " 4 P.M.
SHANGHAI	"ANHUI"	9th " "
TSINGTAU, CHEFOO & NEWCHWANG	"NANSHAN"	9th " "
SHANGHAI	"LINAN"	12th " Daylight.
MANILA	"TEAN"	14th " 3 P.M.
SHANGHAI	"CHINHUA"	16th " 4 P.M.
SHANGHAI	"CHENAN"	19th " Daylight.
MANILA	"TAMING"	21st " 4 P.M.
MANILA, ZAMBOANGA and USUAL	"TAIYUAN"	23rd " "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

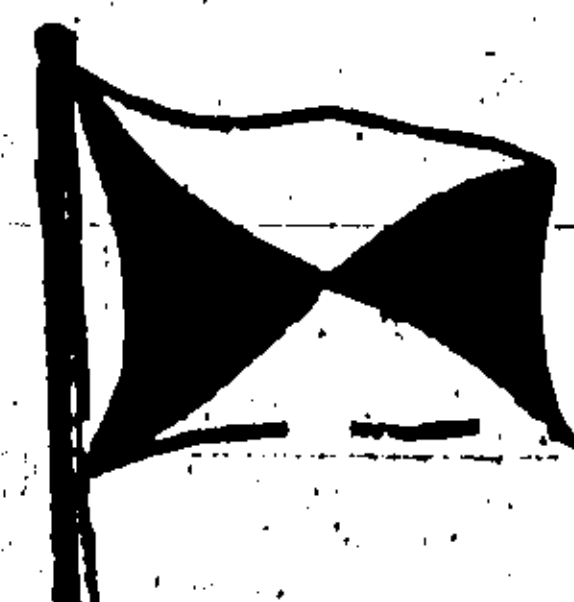
MANILA, TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chihui), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, AGENTS.**
Telephone No. 16.
Hongkong, 8th September, 1909.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Dates.
LAFIRO	9540	R. R. Rogers	MANILA	FRIDAY, 10th Sept. at 5 P.M.
RUPH	9540	R. W. Almond	"	SATURDAY, 18th Sept. at Noon.

For Freight or Passage, apply to **SHEWAN TOMES & CO., GENERAL MANAGERS.**
Hongkong, 8th September, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI,
KOBE, YOKOHAMA, HONOLULU and
SALINA CRUZ (Mexico).

S.S. HONGKONG MARU 6,000 tons gross Sail 16th Oct., 1909, at Noon.

S.S. MANSHU MARU 5,000 " " 10th Dec., 1909, at Noon.

S.S. AMERICA MARU 6,000 " " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,
Manager.

YOYO KISEN KAISHA, Yok Building.

Hongkong, 1st September, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TALOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, with no transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	SATURDAY, 15th Sept., at Noon.
Do.	"FITZPATRICK" Capt. E. R. Hutchison	4,416	SATURDAY, 23rd Oct., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIGI MARU" Capt. H. Maruyama	SUNDAY, 13th Sept. at 10 A.M.
ANPING, SWATOW and AMOY	"SOBU MARU" Capt. T. Sugi	WEDNESDAY, 15th Sept. at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHU MARU" and "BUJUN MARU"—First class Ocean AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 8th September, 1909.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"INABA MARU" Capt. R. Takeda, Tons 6500	WEDNESDAY, 15th Sept., at Daylight.
VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKOHAMA AND YOKOHAMA	"HITACHI MARU" Capt. N. Mathieson, Tons 7000	WEDNESDAY, 29th Sept., at Daylight.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"SHINANO MARU" Capt. K. Kawano, Tons 6500	TUESDAY, 14th Sept., at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	"TANGO MARU" Capt. S. Isikawa, Tons 8200	TUESDAY, 28th Sept., at 4 P.M.
KOBE AND YOKOHAMA	"KUMANO MARU" Capt. M. Winkler, Tons 6200	FRIDAY, 1st Oct., at Noon.
	"YAWATA MARU" Capt. T. Sekine, Tons 5000	FRIDAY, 29th Oct., at Noon.
	"YAWATA MARU" Capt. T. Sekine, Tons 5000	WEDNESDAY, 19th Sept., at Noon.
	"KITANO MARU" Capt. F. E. Cope, Tons 9000	FRIDAY, 24th Sept., at 5 P.M.
	"IYO MARU" Capt. S. J. G. Parsons, Tons 6500	FRIDAY, 17th Sept., at 5 P.M.
SHANGHAI, MOJI AND KOBE	"IYETOROFU MARU" Capt. K. Soyeda, Tons 4500	THURSDAY, 9th September.
BOMBAY, VIA SINGAPORE AND COLOMBO	"YEBOSHI MARU" Capt. B. Koo, Tons 4500	THURSDAY, 16th September.

† Cargo only.

‡ Fitted with new System of wireless telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW-STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly-Built 9,000-Ton Passenger Steamers will be despatched from Hongkong as follows:—

Atsuta Maru (Capt. W. Thompson) About Wednesday, 22nd September.

Miyasaka Maru (Capt. T. Murai) About Wednesday, 30th October.

Kitano Maru (Capt. E. E. Cope) About Wednesday, 17th November.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KUSUMOTO,

Manager.

Hongkong, 1st Sept. 1909.

Shipping—Steamers.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO
SAN FRANCISCO, MEXICO, PERU,
CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRÉ,"
expected to arrive on or about September.

For further particulars apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, 27th July, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE
calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"
Capt. Holmes, will be despatched as above on WEDNESDAY, the 15th Sept., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

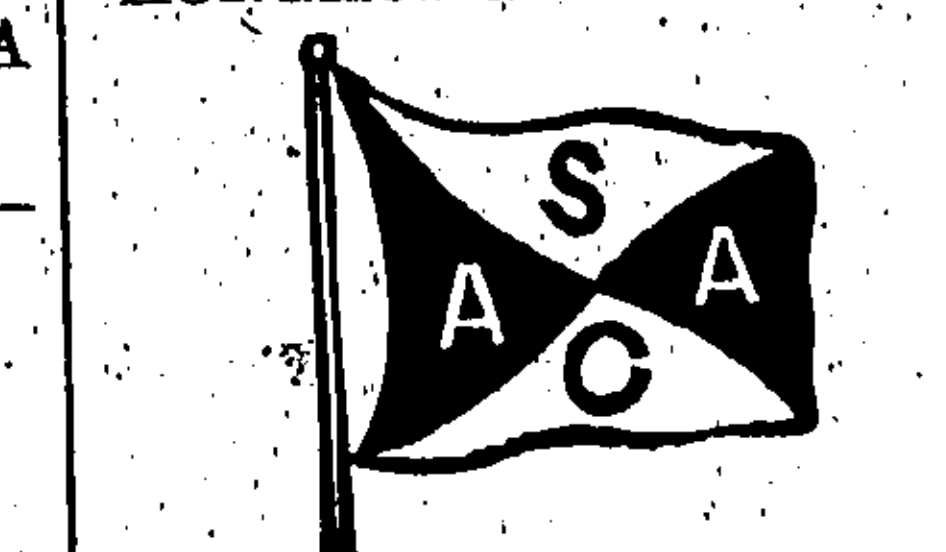
A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents

Hongkong, 26th August, 1909.

HONGKONG—NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "INDRAPURA" ... On 17th September, 1909.

For Freight and further information, apply to—
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 24th August, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG:

VIA
VANCOUVER, B.C., TACOMA & SEATTLE

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
"Superior"	6,352	S. Shotton	1909
"Ocean"	4,657	F. W. Davies	30th Sept.
"Kamerik"	6,352	J. Mathis	21st Oct.

* These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED
General Agents.

Queen's Buildings
Hongkong, 31st August, 1909.

STEAM TO CANTON

THE New Twin Screw, Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER

"KWONG SAI" ... Capt. E. S. GROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.
Meals \$1.50 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

SHU ON S.S. CO., LD.

No. 1, Queen's Road West.

Hongkong, 24th Aug. 1909.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AFRICA, and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE,"
Capt. Owen Jones, R.N., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 18th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. **Arcturion**, 11,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. **Arcturion**, due in London on 30th October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 6th September, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:
S.S. "LENNOX" On or about 10th Sept.

FOR NEW YORK:
S.S. "SURUGA" On 4th October.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents

Hongkong, 7th September, 1909.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ARRATOON APCAR,"
Capt. A. Stewart, will be despatched for the above Ports on SATURDAY, the 11th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSON & CO., LIMITED,
Agents.

Hongkong, 6th September, 1909.

NAVIGAZIONE GENERALE ITALIANA.

COMMERCIAL.

TO-DAY'S EXCHANGE.	
Belling.	
London-Bank T.T.	1/8 15/16
Do. demand	1/9
Do. 4 months sight	1/9 1/2
France-Bank T.T.	2/10 1/2
Germany-Bank T.T.	2/10 1/2
India T.T.	13 1/4
Do. demand	13 1/4
Shanghai-Bank T.T.	13 1/4
Singapore-Bank T.T. per H.K. \$100 ..	74 1/2
Japan-Bank T.T.	85 1/2
Yan-Bank T.T.	105 1/2
Buying.	
4 months sight L/O.	1/9 5/16
6 months sight L/O.	1/9 1/2
30 days sight San Francisco & New York ..	43 1/2
4 months sight do.	44 1/2
30 days sight Sydney & Melbourne ..	2 1/2
4 months sight do.	2 1/2
6 months sight do.	2 1/2
4 months sight Germany ..	1 1/2
Bar Silver ..	2 1/2
Bank of England rate ..	2 1/2
Sovereign ..	11 1/2

SHIPPING AND MARIS

MAILS DUE
 French (Océanien) 13th inst.
 Indian (Nepaul) 13th inst.
 Canadian (Empire of India) 16th inst.
 Indian (Kumang) 19th inst.

The O. S. K. s.s. *Fitzpatrick* arrived at Tacoma on 6th inst.

The H. A. L. s.s. *Dortmund* left Foochow on 7th inst., p.m., and may be expected here on 9th inst.

The H. A. L. s.s. *Nicomedia* left Singapore on 4th inst., at noon, and may be expected here on 10th inst.

The O. S. K. s.s. *Tacoma* sailed from Yokohama for Hongkong on 4th inst., and is due to arrive at this port on 10th inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 8th at 12.05 p.m.—The barometer has fallen slightly on the S. coast of China and risen a little over 8 Annam.

The depression which appears to be almost stationary, is still situated about midway between the W. coast of Luzon and the Paracels.

The depression lying over the N. part of the Yellow Sea yesterday, is approaching the neighbourhood of Vladivostok.

A third depression appears to be situated over the Pacific at a considerable distance to the Southward of the Bonins.

Pressure is high to the E. of Japan and over N.W. China.

The wind will probably freshen from N.E. in the Formosa Channel, and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

- 1.—Hongkong and Neighbourhood, N.E. winds, freshening; fair to unsettled.
- 2.—Formosa Channel, same as No. 1.
- 3.—South coast of China between Hongkong and Lamoo, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.
 Prior Waldemar, Ger. s.s., 1,737, F. Iscke, 7th Sept., Kobe 1st Sept., Gen.—M. & Co.
 Taiwan, Br. s.s., 1,641, F. C. Everett, 7th Sept., Mauritius 14th Aug., Sugar and Iron.—Wing Shing & Co.
 Prior Eitel Friedrich, Ger. s.s., 5,001, E. Malchow, 8th Sept., Bremen 28th July, and Singapore 3rd Sept., Mails and Gen.—M. & Co.
 Haich, Chi. cruiser, 4,300, Commodore P. K. Ching, 8th Sept., from Foochow.
 Haich, Chi. cruiser, 4,300, T. K. Tong, 8th Sept., from Foochow.
 Nanchang, Br. s.s., 1,115, G. I. Spink, 8th Sept., Canton 7th Sept., Gen.—B. & S.
 Anhui, Br. s.s., 1,350, J. B. Harris, 8th Sept., Canton 7th Sept., Gen.—B. & S.
 Haiyang, Br. s.s., 1,362, A. E. Hodgins, 8th Sept., Swatow 7th Sept., Gen.—D. L. & Co.
 Ceylon, Br. s.s., 2,637, H. N. Rivers, R.N.R., 8th Sept., London 31st July, and Singapore 3rd Sept., Gen.—P. & O. S. N. Co.
 Knivsberg, Ger. s.s., 646, A. Niejahr, 8th Sept., Haiphong 5th Sept., and Hoibow 7th Sept., Gen.—J. & Co.

Clearances at the Harbour Office.
Tidewing, for Billiton.
Tidewing, for Swatow.
Kongchi, for Swatow.
Kaiyuan, for Wakamatsu.
Prior Eitel Friedrich, for Shanghai.
Fumi, for Tarakan.
Kohlschlag, for Bangkok.

Departures.
 Sept. 8.
Choshun, for Swatow.
Hollan, for Amoy.
Fritthof, for Haiphong.
Fumi, for Tarakan.
Haiman, for Swatow.
Choshun, for Hong Kong.
Tidewing, for Bangkok.
Kohlschlag, for Bangkok.

Passengers arrived.
 Per *Taiwan*, from Mauritius—245 Chinese, and 23 Chinese.
 Per *Prior Waldemar*, from Kobe—Mr. C. K. Tolton, Capt. B. Lundholm, and Mr. A. Marggraf.
 Per *Prior Eitel Friedrich*, for Hongkong from Southampton—Revs. Patrick Leo and Barthol Lally, and Mr. P. P. Perous. From Bremen—Mr. Christ. Boyesen. From Genoa—Mr. and Mrs. P. Rümcker, Mr. A. Velhagen, Capt. and Mrs. Roger Brooks, Messrs. Otto Schubarth, Paul Ahr, H. Ramsthal, C. Regier, W. Bruggmann, W. Thiele, H. Heberlein, and Mr. and Mrs. Wagners. From Naples—Mr. José Ezola. From Penang—Mr. Low Leon Van, Mr. and Mrs. J. F. van Rees, and Mr. Van On. From Kien. From Singapore—Messrs. Sim Yee Pang, V. der Stadt, Rev. A. M. de Santos, Messrs. Lorenzo Correa, Sim Seow Woe, Mr. and Mrs. Wm. Denham, Messrs. H. F. Strickland, F. Krahe, J. D. Schamhart and Yoo Ben Wan.

Shipping Report.
 Str. *Haiphong*, from Swatow—Had moderate S.W. winds and fair weather. Smooth sea.

VESSELS IN PORT.

STAMERS.	
Anauba, Br. s.s., 1,200, Sangster, 5th Sept.—Singapore 20th Aug. Oil.—Mr. Geo. McLean.	
Anglo, Ger. s.s., 1,007, C. Kumpel, 7th Sept.—Bangkok 19th Aug., Rice and Gen.—B. & S.	
Arratoon, Apar, Br. s.s., 2,931, A. Stewart, 3rd Sept.—Kobe 28th Aug., Gen.—D. S. & Co., Ltd.	
Boizeo, Ger. s.s., 1,344, F. Sembill, 7th Sept.—Sandakan 2nd Sept., Timber and Gen.—M. & Co.	
Capri, Ital. s.s., 4,200, D. Francesco, 6th Sept.—Bomby 17th Aug., and Singapore 1st Sept., Gen.—C. & Co.	
Catherine Apar, Br. s.s., 1,730, G. F. Hudson, 7th Sept.—Calcutta 22nd Aug., via Penang and Singapore 1st Sept., Gen.—D. S. & Co., Ltd.	
Childar, Nor. s.s., 1,102, H. Nielsen, 4th Sept.—Bangkok via Swatow 27th Aug., Gen.—Kia Tie Long.	
Clara Jensen, Ger. s.s., 1,543, J. Bendixen, 3rd Sept.—Haiphong and Hoibow 1st Sept., Gen.—J. & Co.	
Derawongse, Ger. s.s., 1,057, F. Ribwaldt, 1st Sept.—Bangkok 28th Aug., Rice and Gen.—B. & S.	
Fausang, Br. s.s., 1,410, H. S. Malkin, 1st Sept.—Sourabaya 18th Aug., and Samarang 23rd Aug.—J. M. & Co.	
Fri. Nar. s.s., 850, C. Wagle, 4th Sept.—Sourabaya 23rd Aug., Sugar.—Aagaard, Thorpe & Co.	
Hanoi, Fr. s.s., 1,310, J. Pannier, 7th Sept.—Haiphong via Pakhoi, Hoibow and Kwongchow 2nd Sept., Gen.—A. R. M.	
Haubau, Am. s.s., 1,105, D. F. Avaso, 9th Aug.—from Hoilo, Sugar.—Captain.	
Hiesang, Br. s.s., 1,536, A. G. Smith, 4th Sept.—Wakamatsu 28th Aug., Coal.—J. M. & Co.	
Kaifong, Br. s.s., 987, C. Lindberg, 6th Sept.—Cebu 1st Sept., Gen.—B. & S.	
Keemud, Br. s.s., 1,567, R. Connard, 3rd Sept.—Manila 1st Sept., Gen.—B. & S.	
Koren, Am. s.s., 1,657, S. Sandberg, 31st Aug.—San Francisco via Ports 5th Aug., Mails and Gen.—P. M. S. Co.	
Kueichow, Br. s.s., 1,215, W. B. Brown, 7th Sept.—Canton 6th Sept., Gen.—B. & S.	
Laertes, Br. s.s., 1,340, H. C. D. Frampton, 5th Sept.—Saigon 13th Aug., Gen.—Wo Fat Sing.	
Lennox, B. s.s., 2,361, D. Reid, 5th Sept.—Keelung 3rd Sept., Gen.—D. & Co., Ltd.	
Lockman, Ger. s.s., 1,020, W. Taubert, 2nd Sept.—Bangkok 24th Aug., Rice and Wood.—M. & Co.	
Loosok, Ger. s.s., 1,020, P. Wittstock, 5th Sept.—Bangkok 27th Aug., and Swatow 2nd Sept., Rice and Wood.—B. & S.	
Montrose, Br. s.s., 2,886, Glegg, 2nd Sept.—Moi 28th Aug., Coals.—D. & Co., Ltd.	
Onsang, Br. s.s., 1,787, E. S. Woolley, 6th Sept.—Passourau 26th Aug., Sugar.—J. M. & Co.	
Quanta, Ger. s.s., 1,146, H. Madsen, 4th Sept.—Cheribon 27th Aug., Sugar.—J. C. J. L.	
Shinano Maru, Jap. s.s., 3,960, K. Kawara, 29th Aug.—from Moji, Flour and Gen.—N. Y. K.	
Sorsogon, Am. s.s., 812, J. M. Gorge, 3rd Aug.—Hoilo 29th July, Sugar.—Jorge & Co.	
Sungkiang, Br. s.s., 987, P. O. & S. 27th Aug.—Hoilo 23rd Aug., Gen.—B. & S.	
Tsinan, Ger. s.s., 1,002, Fr. Bücking, 9th Sept.—Bangkok 30th Aug., Rice.—B. & S.	
Vorwärts, Ger. s.s., 643, Ulderup, 4th Sept.—Haiphong and Hoibow 3rd Sept., Gen.—J. & Co.	
Yuenang, Br. s.s., 1,128, P. H. Rolfe, 6th Sept.—Manila 3rd Sept., Gen.—J. M. & Co.	
Zafiro, Br. s.s., 1,629, R. Rodger, 6th Sept.—Manila 4th Sept., Gen.—S. T. & Co.	

VESSELS EXPECTED.

Vessels	From	Agents	Date
Dortmund	Foochow	H. A. L.	Sept. 9
Nicomedia	Singapore	H. A. L.	Sept. 10
Monteagle	Shanghai	C. P. R. Co.	Sept. 11
Oceania	Singapore	M. M. & Co.	Sept. 13
Namang	Calcutta	J. M. & Co.	Sept. 15
Nippon Maru	Japan	T. K. K.	Sept. 15
Emp. of India	Vancouver	C. P. R. Co.	Sept. 16
P. Sigismund	Sydney	M. & Co.	Sept. 17
Ceylon Maru	Bombay	N. Y. K.	Sept. 18
Taiyuan	Sydney	B. & S.	Sept. 19
Kamsang	Calcutta	J. M. & Co.	Sept. 19
Tranquebar	Suez	M. & Co.	Sept. 23

DOCK RETURNS.

HONGKONG AND WHARF DOCKS.	
Sorsogon	at Kowloon Dock.
Mauban	"
Kwong Shan Lee	"
Hayzia	"
Fausang	"
Yuenang	"
Clara Jensen	"
Hanoi	"
Shinano Maru	at Cosmopolitan

TAIKOO DOCKS.

Hanyang	at Quarry Bay Docks.
Sungkiang	"

Ships Passed The Canal.

6th August— <i>Derflinger</i> , <i>Coulson</i> , <i>Hakata</i> Maru, <i>Polya</i> , <i>Tyden</i> , 10th August— <i>Scandia</i> , <i>Glenroy</i> , <i>Bingo</i> Maru, <i>Nicomedia</i> , <i>York</i> , <i>Pathan</i> , 13th August— <i>Ceylon</i> , <i>Yunnan</i> , <i>Armand</i> , <i>Bahic</i> , <i>Kintuck</i> , <i>Mennon</i> , 17th August— <i>Bendran</i> , <i>Prins Eitel Friedrich</i> , <i>Dawlat</i> , <i>Simla</i> , 20th August— <i>Indrasamha</i> , <i>Kleli</i> , <i>Nippon</i> , <i>Glaucus</i> , <i>Sinclair</i> , <i>Pezhau</i> , <i>Iyo Maru</i> , <i>Oceanic</i> , 24th August— <i>Kawaga</i> , <i>St. Patrick</i> , <i>Amirah</i> , <i>Memomokishiro</i> , <i>Sanca</i> , <i>Duppre</i> , <i>Kamachi</i> , <i>Maru</i> , <i>Cardigan</i> , 27th August— <i>Bilgeria</i> , <i>Trangarua</i> , <i>Kano</i> Maru, <i>Calidonia</i> , <i>Mela</i> , <i>Tanaka</i> , <i>Sowet</i> , <i>Idria</i> , 31st August— <i>Myrdinn</i> , <i>Denald</i> , <i>Chana</i> , <i>Luzon</i> , <i>Kilano</i> Maru, <i>Patriotic</i> , <i>Pilau</i> , 3rd September— <i>Sydney</i> , <i>Prins Ludw.</i> , <i>Wakata</i> Maru, 7th September— <i>Siama</i> , <i>Sanki</i> Maru, <i>Sigova</i> .	
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Arrivals at Home—6th August— <i>Hifano</i> Maru, <i>Touman</i> , <i>Glenochy</i> , 10th August— <i>Invincible</i> , <i>Ballaraphon</i> , <i>Suzambila</i> , <i>Sado</i> Maru, <i>Shimosa</i> , 13th August— <i>Menzies</i> , <i>Silvia</i> , 14th August— <i>Namur</i> , 17th August— <i>Ariyana</i> , <i>Vorch</i> , <i>Lorozo</i> Maru, 20th August— <i>Armand</i> , <i>Bahic</i> , <i>Salsuma</i> , <i>Indrani</i> , <i>Dunblair</i> , <i>Afro</i> , 23rd August— <i>Secora</i> , 24th August— <i>Scandia</i> , <i>Sikhona</i> , <i>Yunnan</i> , 26th August— <i>Siama</i> , 31st August— <i>Nippon</i> , <i>Dawlat</i> , 3rd September— <i>Kleli</i> , <i>Calidonia</i> , <i>Kintuck</i> , <i>Idria</i> , 7th September— <i>Kano</i> Maru, <i>Kawachi</i> Maru.	
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HONGKONG TIDE TABLE.

From September 8th to 14th, 1909.

HIGH WATER.	
Day	Time
Wed. 8	10.30
Thurs. 9	11.15
Fri. 10	12.00
Sat. 11	12.45
Sun. 12	13.30
Mon. 13	14.15
Tues. 14	15.00

m denotes morning, a denotes afternoon.

CHINA COAST METEOROLOGICAL REGISTER.

September 7th, 1909, a.m.

Vladivostok	7 a.m.	29.84	61	91	NE	1
Nemuro	6 a.m.	29.93	—	—	—	6
Hakodate	6 a.m.	29.91	—	—	N	2
Fukuo	6 a.m.	29.88	—	—	N	2
Nagasaki	6 a.m.	29.84	—	—	SE	6
Kagoshima	6 a.m.	29.88	—	—	—	0
Oshima	6 a.m.	29.89	—	—	—	0
Naha	6 a.m.	29.89	—	—	—	0
Shikokujima	6 a.m.	29.82	—	—	NE	2
Choshi	6 a.m.	29.72	—	—	—	0
Wakatsuki	6 a.m.	29.69	—	—	—	0
Hankow	6 a.m.	29.77	57	—	NRW	0
Kinkiang	6 a.m.	29.76	—	—	—	1
Shanghai	6 a.m.	29.78	86	85	SE	1
Guangzhou	6 a.m.	29.76	85	86	SE	2
Shanghai	6 a.m.	29.82	81	82	ENE	5
Amoy	6 a.m.	29.76	82	81	SE	1
Swatow	6 a.m.	29.74	78	90	—	1
Taihou	6 a.m.	29.78	—	—	—	0
Tachau	6 a.m.	29.80	—	—	—	2
Tainan	6 a.m.	29.78	—	—	—	2
Koshan	6 a.m.	29.78	—	—	—	2
Pescadore	6 a.m.	29.84	85	79	W	1
Canton	6 a.m.	29.83	84	75	—	0
Hongkong	6 a.m.	29.70	—	—	E	1
Victoria Peak	6 a.m.	29.70	—	—	E	1
Cap Rock	6 a.m.	29.83	88	—	SE	1
Macao	6 a.m.	29.84	80	—	E	1
Wuchow	6 a.m.	29.84	—	—	—	1
Hohow	6 a.m.	29.84	—	—	—	1
Pakhoi	6 a.m.	29.84	—	—	N	0
Phailan	6 a.m.	29.81	84	—	—	0
Tourane	6 a.m.	29.80	—	—	—	0
St. James	6 a.m.	29.74	79	—	SW	5
Amoy	6 a.m.	29.74	75	—	SW	5
Manila	6 a.m.	29.76	82	77	SE	1
Legaspi	6 a.m.	29.78	75	—	SE	1
Bacolod	6 a.m.	29.85	—	—	SEW	1
Hoilo	6 a.m.	29.85	81	—	SEW	1
Cebu	6 a.m.	29.86	82	—	SE	1
Manila	6 a.m.	29.84	82	—	—	1

September 8th, 1909, a.m.

Vladivostok	6 a.m.	29.47	61	99	SE	6	or
Nemuro	6 a.m.	29.93	—	—	E	4	c
Hakodate	6 a.m.	29.95	—	—	E	4	c
Tokio	6 a.m.	29.87	—	—	N	2	c
Kochi	6 a.m.	29.84	—	—	W	2	c
Nagasaki	6 a.m.	29.80	—	—	S	4	c
Kagoshima	6 a.m.	29.88	—	—	—	—	c
Oshima	6 a.m.	29.85	—	—	S	2	c
Naha	6 a.m.	29.83	—	—	—	—	c
Shikoku (Ima.)	6 a.m.	29.82	—	—	SE	6	c
Choshi	6 a.m.	29.77	—	—	E	4	c
Wakatsuki	6 a.m.	29.79	63	72	NW	1	b
Hankow	6 a.m.	29.80	70	91	NE	2	c
Kinkiang	6 a.m.	29.82	88	91	NE	2	c
Shanghai	6 a.m.	29.80	74	80	N	2	c
Guangzhou	6 a.m.	29.83	76	90	NE	2	c
Amoy	6 a.m.	29.80	81	87	SE	1	c
Swatow	6 a.m.	29.78	82	89	SW	1	c
Taihou	6 a.m.	29.79	—	—	—	—	c
Tachau	6 a.m.	29.78	—	—	—	—	c
Tainan	6 a.m.	29.78	—	—	E	2	c
Koshan	6 a.m.	29.78	—	—	N	2	c
Pescadores	6 a.m.	29.76	—	—	—	—	c
Canton	6 a.m.	29.76	—	—	—	—	c
Hongkong	6 a.m.	29.76	89	95	E	2	c
Victoria Peak	6 a.m.	29.73	—	—	NE	2	c
Cap Rock	6 a.m.	29.73	—	—	NE	2	c
Macao	6 a.m.	29.77	90	—	NE	1	c
Wuchow	6 a.m.	29.77	—	—	—	—	c
Hohow	6 a.m.	29.77	—	—	—	—	c
Pakhoi	6 a.m.	29.77	—	—	—	—	c
Phailan	6 a.m.	29.74	—	—	NW	2	c
Tourane	6 a.m.	29.76	—	—	WSW	5	c
Amoy	6 a.m.	29.74	—	—	WSW	5	c
Manila	6 a.m.	29.76	79	89	WSW	5	c
Legaspi	6 a.m.	29.76	79	—	WSW	5	c
Cebu	6 a.m.	29.76	79	—	SW	1	c
Colon	6 a.m.	29.87	82	—	SW	1	c
Manila	6 a.m.	29.85	83	—	S	1	c
Amoy	6 a.m.	29.88	84	—	—	—	c

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	180,000	\$125	\$125	\$1,500,000 \$1,500,000	\$2,000,254	Interim of £1 for account 1909 @ ex 1/9 = \$1.72	\$905 sales London £93
National Bank of China, Limited	90,000	£7	£6	£4,000 \$30,000	\$10,223	\$2 (London 3/6) for 1903	\$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$287,577 \$411,000 \$125,000	none	\$14 for 1907	\$185 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 200,747 Tls. 115,377	Tls. 160,512	Interim of 7/6 for 1908	Tls. 120
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$2,000,000 \$292,148 \$281,249 \$281,249	\$2,464,921	Final of \$17 making \$17 for 1907 and interim of \$30 for 1908	\$840 sellers
Yangtze Insurance Association, Limited	12,000	\$200	\$60	\$2,000,000 \$284,495 \$190,164	\$7,7617	\$12 and bonus \$3 for 1907	\$335
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$138,668 \$138,668	\$375,341	\$6 and bonus \$2 for 1907	\$115 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$138,668 \$138,668	\$360,711	\$27 for 1907	\$350 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$25,658	\$1,035	\$1 for 1906	\$5 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$50,000 \$50,000	Nil	\$1 for year ending 30.6.1908	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$250,000	\$21,790	Interim of \$12 for account 1909	\$312 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£10,000 £10,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	\$60
Do. do. (Deferred)	60,000	£5	£5	£10,000 £10,000	£13,755	Final of 2/- for 1908 and interim of 2/- for a/c 1909	71/- buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$10,000 \$10,000	\$3,121	\$1.00 for year ending 10.4.1909	\$26
Star Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$4,638	\$3,121	\$0.50 for year ending 10.4.1909	\$154
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$10,000 \$10,000	\$5,858	\$5 for year ending 31.12.08	\$147 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$125,893	\$3 for 1897	\$28 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173	Tls. 31 for year ending 31.8.08	Tls. 295 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£195,000 £19,289	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	Tls. 18 to 20
Rio de Australian Gold Mining Company, Limited	50,000	£1	£1	£195,000 £19,289	£11,556	No. 12 of 1/- = 48 cents	\$8 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$4,500	\$7,411	\$1.75 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$30,806 \$30,000 \$30,000	\$10,101	None	\$61 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$27,192 \$27,192	\$145,121	Interim of \$11 for account 1909	\$62 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,126	Final of Tls. 21 for year ending 31.4.09	Tls. 801 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,357 Tls. 10,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	Tls. 150 sales
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 4,134	Tls. 6 for year ending 30.4.09	Tls. 105 buyers
Central Stores, Limited	50,000	\$15	\$15	\$1,500	\$24,611	\$1.20 on old and 60 cents on first new issue	\$17 buyers
Hongkong Hotel Company, Limited	10,000	\$50	\$50	\$500,000 \$68,075	\$901	Final of \$3 making \$6 for 1908	\$75 ex n.f.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$13,918	\$26,475	Interim of \$1 for account 1909	\$45 new
Humphreys, Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$21,178	\$5,486	60 cents for 1908	\$105 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$11,561	\$278	\$11 for 1908	\$91 sellers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	Tls. 1,531,045 Tls. 300,000	Tls. 142,404	Interim of Tls. 3 for account 1909	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,968	Interim of \$2 for account 1909	\$44
COTTON MILLS.							
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	Tls. 1361 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	175,000	\$10	\$10	Tls. 45,939 \$30,000	\$9,553	50 cents for year ending 31.7.08	\$74 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 5,372	Tls. 6 for year ending 30.9.06 (8%)	Tls. 92
Leong-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,820	Tls. 4 for 1908	Tls. 114 sellers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 100	Tls. 100	Tls. 11,172	Tls. 15,911	Tls. 50 for 1908	Tls. 455 buyers
MISCELLANEOUS.							
Bell's Arabian Estate Agency, Limited	8,504	12/6	12/6	£1,500	£648	1/10 per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$15	\$15	\$90,000	Nil	£1.20 or 1908	\$12 sales
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138	50 cents for year ended 22.2.06	\$64 sellers
Do. do. special shares	50,000	\$1	\$1	none	\$61,138	80 cents for 1908	\$9.60 sellers
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	\$1,850,000 \$10,000	\$3,407	\$1.30 for year ending 31.7.08	\$174 buyers
Dairy Farm Company, Limited	40,000	\$71	\$6	\$10,000 \$8,000	\$48	Final of 50 cents making 90 cents for 1908	\$8.70 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$5,000	\$3,750	80 cents for year ending 31.12.08	\$12
H. Price & Company, Limited	12,000	\$10	\$10	none	\$5,000	\$1 and bonus 20 cts. for year ending 29.3.09	\$202
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$1,995	Interim of \$2 for account 1909	\$18 ex div. s.
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$7,616	Interim of \$1 for account 1909	\$14 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$20,000	\$1,990	2nd Quarterly div. of Tls. 121 for account 1909	Tls. 1,025 b.
Maatschappij tot Mijn, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gn. 100	Gn. 100	Tls. 247,500 Tls. 62,974	Tls. 116,082	80 cents on fully paid shares and 8 cents on 100 Founders shares for yr. end. 31.5.07	\$14
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$2,204	\$1 paid shares for year ending 30.4.09	\$1.40
Philippine Company, Limited	50,000	\$10	\$10	none	\$1,840	None	\$9 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,800 Tls. 75,000	Tls. 5,150	Final Tls. 5 making Tls. 8 for 1908	Tls. 141 sellers
South China Morning Post, Limited	6,000	\$25	\$25	none	\$26,601	None	\$23 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$256	40 cents for year ending 31.5.08	\$52
Union Waterworks Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.08	\$102 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$35,000	\$1,360	80 cents on 9,000 ord. shares and \$10.80 on 100 Founders shares for yr. end. 31.5.07	\$13
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$35,000	\$2,613	Final of 30 cts. making 80 cts. for the year ended 30th June, 1908	\$8 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$195	Final of 30 cts. making 80 cts. for the year ended 30th June, 1908	\$4 sellers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	46,100	£1	£1	none	none	30 % - 6/- per share for year 1908	£7.13 sellers
Do. do. (partly paid)	101,500	£1	£1	none	none	35 % for year ending 31.3.09	£6.15
Balgownie Rubber Estate, Limited	20,000	£1	£1	none	\$11,205	None	\$11 buyers
Castlefield Rubber Estate, Limited (fully paid)	6,700	£1	£1	none	none	None	£2.13
Do. do. (contributory)	24,733	£1	£1	none	none	None	£2.13
Highland & Lowland Para. Rubber Co., (fully paid)	181,474	£1	£1	none	£8,784	None	£2.13
Do. do. (contributory)	123,546	£1	£1	none	none	None	£2.13
Kuala Lumpur Rubber Co., Limited	18,000	£1	£1	none	1,820	1 % for year ending 30.6.08	£2.13 buyers
Linggi Plantations, Limited (ordinary)	97,000	2/-	2/-	none	none	60 % for year 1908	£2.13 buyers
Do. do. (7% pref.)	10,300	£1	£1	none	none	7 % for year 1908	£2.13 buyers
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	none	\$6,722	15 % for year ending 31.12.08	£2.13 buyers
Do. do. (8% pref.)	22,500	\$10	\$10	none	none	None	£2.13 buyers
Ledbury Rubber Estates Limited	60,000	£1	£1	none	none	None	£2.13 buyers
Do. do. (contributory)	40,000	£1	£1	none	none	None	£2.13 buyers

* These shares are entitled to half of the profits.

Intimations.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL \$3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

Denmarks Pride

HEYMANS BUTTER

SIEMSEN & CO., Sole Agents. 358

REMINGTON
TYPEWRITERS
WITH ALL REQUISITES.SIEMSEN & CO.,
SOLE AGENTS.

Hongkong, 1st August, 1909.

VETARZO BRAIN AND
NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the brain and nerve system. It is a powerful tonic, invigorating, and refreshing, and is especially adapted for the treatment of all cases of nervous debility, including, but not limited to, the following: general debility, nervous prostration, loss of vitality, loss of memory, loss of sleep, loss of appetite, loss of energy, loss of power, loss of strength, loss of endurance, loss of courage, loss of confidence, loss of faith, loss of hope, loss of love, loss of friendship, loss of respect, loss of honor, loss of reputation, loss of position, loss of power, loss of influence, loss of authority, loss of control, loss of command, loss of leadership, loss of initiative, loss of originality, loss of inventiveness, loss of resourcefulness, loss of adaptability, loss of flexibility, loss of resilience, loss of elasticity, loss of vigor, loss of stamina, loss of endurance, loss of strength, loss of power, loss of energy, loss of vitality, loss of life, loss of health, loss of happiness, loss of peace, loss of joy, loss 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